

be allowed to retard the progress of the Proteus. It is of the utmost importance that she take advantage of every lead to get up to Lady Franklin bay.

COMMANDER WILDER'S REPLY.
U. S. S. YANTIC, THIRD RATE, NAVY YARD, N. Y., Oct. 16, 1883.—HON. W. E. CHANDLER, SECRETARY OF THE NAVY, WASHINGTON, D. C.—SIR: I have to acknowledge the receipt of the letter of the 10th instant, regarding information on certain points in connection with the late cruise of this vessel to the Arctic seas.

My orders directed me to "proceed to the northward through Davis's straits, in company with the Proteus, if practicable," which ship, being fitted for cruising in the ice, will probably take advantage of opportunities to reach her destination, which you would not feel authorized in making in the Yantic. You will take on board at St. John's all the coal that you can safely carry, below and on deck, as it is very desirable that you reach your destination with an ample supply still remaining for use. It may be possible to obtain a small supply of coal on the coast of Greenland, but this cannot be relied upon.

I sailed from St. John's with 197 tons of coal below and on deck, and cleared for between 500 and 600 tons. The Yantic, steaming with six fires, makes an average speed of 6 1/2 to 7 knots per hour in smooth water. The Proteus, steaming at full speed, which Capt. Pike told me he had made 10 knots per hour, which was a heavier nature than they are accustomed to meet on that coast, and which, his officers stated, could not have been penetrated by the Yantic. The boilers of this vessel were in an unreliable condition when she was ordered to fit for the northern cruise. Repairs were pushed night and day to hasten her departure, but not being finished on sailing day, the material for completing the work was not on hand. Repairs were continued in St. John's, but on our passage to Godhaven they were discontinued, as it was desirable to have steam power ready to use in case of necessity. Having arrived at Godhaven, and knowing that the main dependence would be on the engines, I determined to get the boilers in fair condition before leaving. This took six days. One day was then taken to get coal from the Proteus, which was left in St. John's, and a stormy weather set in, which delayed our departure two days.

I arrived in Godhaven with 170 tons of coal. In these narrow seas I thought the ship able to carry more than she left St. John's, and deemed it prudent for future operations to provide as much as possible. For this purpose I went to Kittenbank, where twenty tons were procured, and thence to Kilduff, where the supply was completed. Our bunkers and stores were then full, and being now as well prepared as I was able, July 25 we proceeded northward.

My instructions also stated that "you will rely to a certain extent upon the information which is given you by the Danish authorities at Disco and Upernivik as to the probable movements of ice, &c., &c." I visited Upernivik to obtain this information, arriving at 10 p. m. July 25. The morning breeze for had set in, and continued with slight intermissions until the thirty-first, when it cleared and I proceeded to sea.

No time was lost, and no unnecessary delay was made at any point. The Proteus, carrying a large supply of coal and provisions, full speed, had only to delay to obtain the stores left at Godhaven last year and a native dog driver from Disco fiord. She then went north without stopping.

Had I sailed from Godhaven at the same time as the Proteus, besides being unable to keep up with her, I should have arrived at Littleton Island, 1,000 miles distant, with my coal supply reduced to about seventy-five tons, and the boilers in a leaky, precarious condition. (This vessel burns with six fires, economical steaming, thirteen tons per day, besides an average of one ton per day for condensing and galley.) This is without taking into account any detention from thick weather, which cannot be counted on, as the normal condition of this region appears to be fog.

The body of water known as Melville bay is so little understood generally that a short description may not be out of place here. From Cape Shackleton, which may be regarded as the southern point, the coast trends northwesterly 150 miles to Cape Walker, thence westerly 150 miles to Cape Smyth. The coast line is one vast glacier, the rocky headlands only projecting, which constantly discharges multitudes of icebergs, many of enormous size. These, drifting to the westward and ground, in the shoal water south of Cape York, frequently hang up for a whole season the vast fields of ice which accumulate during the winter. When not so hung up by bergs, the "main" or "main" pack, which is out of the influence of the current from Smith's sound to Davis's straits, drifts back and forth with the prevailing winds, at times leaving open water between it and the fast ice and again closing.

The North Star was caught in August, 1849, and luckily broke out after "hair-breadth escapes" on twenty-fifth of September, and succeeded in getting into Wolskelholm sound, where she wintered. The first Grinnell expedition, in 1855, was caught in the pack early in July and not released until Aug. 15. In 1857 the Fox was caught south of Cape York and drifted all winter in the pack. In 1858 the Alert and Discovery met the pack just outside the Brown islands, near Upernivik, and were thirty-four hours pressing their way through. On the twenty-second of July, 1876, the Pandora was beset for eight days in the pack and discovered by her countrymen whose ships had been crushed in the ice. (See proceedings U. S. naval institute, Dec. 11, 1873.)

Commander Markham, second in command of the Alert, an Arctic navigator of no mean repute, says: "The dangers connected with a passage through Melville bay are now so well known to all who have taken any interest in Arctic affairs, or who have devoted any time to the perusal of Arctic literature, that it is needless for me either to explain or dwell upon them at any length. A single well equipped ship has been caught in the fatal embrace of this bay. What tales of woe and disaster could its icy waters unfold, &c."

Capt. G. S. Sars, commanding the British polar expedition of 1875-76, having been thirty-four hours in the middle pack, says: "Although we made so successful a voyage through a locality justly dreaded by experienced ice navigators, the conclusion must not be hastily arrived at that a single well equipped ship has been caught in the fatal embrace of this bay. What tales of woe and disaster could its icy waters unfold, &c."

To conclude this part, I did not intend to run the vessel under my command in the haphazard, happy-go-lucky fashion which finally brought the Proteus to grief, but to make sure, so far as possible, of every step which I took. Had the Proteus been ordered to keep company with the Yantic, it would have been vastly better for all concerned.

I sailed from New York, having a ship's company of 124 enlisted men and twenty officers, with eight months' provisions for eighty men on board; every available space was utilized for their storage. On our passage northward the usual ration was found insufficient, and 120 rations were issued. On learning of the loss of the Proteus, I considered my first and paramount duty was to pick up the boats, which contained thirty-seven men. Having done that, it would be time to consider what next. Had no doubt that I should do this, and hoped to find them at the Cary islands, or, failing there, somewhere between Cape Perry and Cape Athol. Should they have reached and entered the ice of Melville bay, I thought it impossible to tell when they would appear.

Dr. Kane took off this day to go over the same ground. This would necessitate my returning very late in the season, as it was quite out of the question to return home without them.

But the pack prevented my reaching Cape Athol, and having worked through on Aug. 9 various fruitless attempts were made to find an opening between Cape Dudley Digges and Cape York. On the tenth a heavy pack appeared to the southwest, the wind was north-east, and the ice moving off shore down on us; there was ice behind us, preventing our return northward. I had no alternative but to proceed to Upernivik.

In taking these steps I was governed by what I have previously stated in regard to the possibilities of Melville bay and the probability of our being best in the pack. Hence involved in ice I knew we would be helpless, and our imprisonment of indefinite duration. I had no fear for Lieut. Greely, who, living in a region reported well stocked with game, had economized his provisions. Should he reach Littleton Island, besides the provisions on the west coast, the rocks and waters between that island and the mainland abound in walrus, the stench from their ordure fouling the air for a long distance. On the neighboring mainland reindeer are reported numerous. On the northeast Cary island there is a cache of six months' provisions for twenty men, known to Lieut. Greely who landed there. They would have to live Equimamuk, but Dr. Kane and Lieut. Schwaka did that.

The clause of Lieut. Garlington's instructions mentioned on the last page of the department's letter was known to me. "With no date or signature, which I presume are the 'supplementary instructions' so often spoken of, was never heard of by me until our arrival in St. John's, as seen until now. The schedule of provisions on hand Aug. 3 and Sept. 15 are included as directed. In conclusion, I beg to state that I am prepared to shoulder all the responsibility which properly belongs to me, and if this statement is not satisfactory, and there still remains doubt in the department that I have not done my duty as an officer of the United States navy, I respectfully request that a court of inquiry may be ordered on my conduct, as I do not wish to rest under the imputation that I have been careless and unnecessarily left Lieut. Greely and party to the possibility of perishing by starvation. I am, sir, your obedient servant.

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FRANK WILDER, COMMANDER U. S. N.

PROVISIONS ON HAND AUG. 3, 1883.

Seven thousand pounds bread, 5,500 pounds salt beef, 6,000 pounds pork, 2,500 pounds pressed meat, 1,000 pounds rice, 320 pounds sugar, 47 pounds tea, 1,500 pounds coffee, 60 pounds butter, 30 pounds lard, 30 gallons of molasses, 30 gallons vinegar, 700 pounds pressed tomatoes.

C. M. RAY, Passed Assistant Paymaster, U. S. N.

PROVISIONS ON HAND SEPT. 15, 1883.

Four thousand pounds bread, 4,500 pounds salt beef, 4,500 pounds pork, 1,500 pounds pressed meat, 1,000 pounds rice, 15 pounds sugar, 47 pounds tea, 1,200 pounds coffee, 60 pounds butter, 30 pounds lard, 30 gallons of molasses, 30 gallons vinegar, 600 pounds pressed tomatoes.

C. M. RAY, Passed Assistant Paymaster, U. S. N.

COL. PARKER QUARTERED.

He is Entertained at the Arlington by a Number of His Former Associates.

On Saturday evening last a banquet was given at the Arlington hotel to Col. David H. Parker, late chief of postoffice inspectors, by a number of the officials of the postoffice department, who were desirous of testifying their appreciation of the colonel as an officer and a gentleman. Those who united in giving this banquet were Hon. Frank Hutton, first assistant postmaster general; Hon. R. A. Elmer, second assistant postmaster general; Hon. A. D. Hagen, third assistant postmaster general; J. C. F. Macdonald, superintendent money order system; Col. W. B. Thompson, general superintendent railway mail service; Mr. J. H. Blackfan, superintendent of foreign mails; Col. J. O. P. Burnside, disbursing officer; Mr. J. D. Dalton, chief of the dead letter office; Col. A. Freeman, assistant attorney general; Mr. James H. Marr, chief clerk of first assistant's office; Mr. C. M. Walker, chief clerk of the department; Mr. A. G. Sharp, chief of postoffice inspectors; Mr. H. D. Lyman, chief clerk of second assistant's office; John Jameson, assistant superintendent railway mail service, and Mr. James Maynard, chief clerk of division mail department.

To meet Col. Parker the gentlemen had invited Judge Graham, postmaster general; Hon. J. A. Cresswell, ex-postmaster general; Mr. Theodore N. Vail, formerly general superintendent railway mail service, and ground inspectors Thomas P. Shalleron, W. T. Henderson, and P. H. Woodward, all of whom were present, excepting Gen. Cresswell, who, in a letter, sent his regrets that absence from the city would prevent his attendance. Mr. Cresswell's letter also paid a high tribute to the worth of the guest of the evening.

Dinner was served at 7 o'clock in one of the parlors of the Arlington. The table was beautifully decorated, a great bank of flowers running down the center, and from this sprays of smilax were trailed to encircle each plate. Before each guest stood a vase with a beautiful bouquet. The senses of sight and smell being thus gratified, that of taste was provided for with elegance in the following menu:

THE POSTAL CARD.
Blue Points on half shell.
FISH.
Consomme of Volailles, aux Quenelles.
HORS D'OEUVRE.
Radis, Anchoas, Olives fardel, Celeri, Kromsky, a la Russe, Petites Bouclies, a la Boite.
POISSON.
Bass, a la Chamoise.
Croustilles de Pommes de Terre.
RELACHE.
Filet de Boeuf, on Chartrouse.
Terrapin, Ardington style.
ENTREES.
Ris de Veau, a la Montpensier.
Supreme de Perdreux, a la Perigieux.
ENTREES.
Font d'Artichauts, au Meuniere.
Choufleurs, a la Sauce.
Punch, a la Parker.
NOTES.
Bocconcini, sur Canapes et Cressons.
Salade, Cours de Lettres.
ENTREES SUCHES.
Charlotte, a la Richelieu.
Gateauux Assortis.
Glace Haricquin.
DESSERT.
Fruits. Cafe. Fromage Brie et Roquefort.

Gen. Elmer presided at the feast, and after it was finished performed the duties of toastmaster in such a happily persuasive manner that responses were heard from each guest. In response to the toast drunk in his honor Col. Parker referred to the many pleasant relations formed during his connection with the department, and expressed his regret that they must be severed. He promised himself, however, the pleasure of joining his old companions whenever it was possible and holding sweet counsel with them. The party separated at a late hour, wishing to be principally for the purpose of making and breaking records. The race is expected to last seven hours.

The following is the record of base ball games Saturday:
At Richmond—Virginia, 7; Baltimore, 4. (Six innings.)
At St. Louis—St. Louis, 5; Providence, 4.
At Cincinnati—Cincinnati, 5; Buffalo, 1.
At New York—New York vs. Metropolitans postponed.

The lawn tennis tournament, which was to have taken place Saturday afternoon, was postponed on account of the rain.

Thomas Patton, Charles Morris, Sol Green, Thomas Scott, William Smith, Thomas Ennis, and John Gordon were arrested by the detectives on Saturday, and charged with writing policy.

Fall Singles.
SEAL SACQUES, FROM \$75 UP.

FUR AND SATIN LINED CIRCULARS. LADIES AND GENTS' FURS. BOYS' SEAL CAPS, from \$1.50 up. FUR CARRIAGE ROBES, from \$10 up. FUR TRIMMING.

JAMES Y. DAVIS' SONS, 621 PENNSYLVANIA AVENUE. ESTABLISHED 1833. oc20-1m

OPENING OF LADIES' FURS. In Seal Skin Sacques, Fur and Satin Lined Wraps, Muffs, and Coacher Capes.

FUR TRIMMING, VARIOUS KINDS. B. H. STINEMETZ & SON, 1237 Penna. Avenue, Next to Cor. 13th St. ESTABLISHED 1833.

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Gen's Dress Suit, Halls, at \$5.00, \$6.00, \$7.00, \$8.00, \$9.00, \$10.00, \$11.00, \$12.00, \$13.00, \$14.00, \$15.00, \$16.00, \$17.00, \$18.00, \$19.00, \$20.00, \$21.00, \$22.00, \$23.00, \$24.00, \$25.00, \$26.00, \$27.00, \$28.00, \$29.00, \$30.00, \$31.00, \$32.00, \$33.00, \$34.00, \$35.00, \$36.00, \$37.00, \$38.00, \$39.00, \$40.00, \$41.00, \$42.00, \$43.00, \$44.00, \$45.00, \$46.00, \$47.00, \$48.00, \$49.00, \$50.00, \$51.00, \$52.00, \$53.00, \$54.00, \$55.00, \$56.00, \$57.00, \$58.00, \$59.00, \$60.00, \$61.00, \$62.00, \$63.00, \$64.00, \$65.00, \$66.00, \$67.00, \$68.00, \$69.00, \$70.00, \$71.00, \$72.00, \$73.00, \$74.00, \$75.00, \$76.00, \$77.00, \$78.00, \$79.00, \$80.00, \$81.00, \$82.00, \$83.00, \$84.00, \$85.00, \$86.00, \$87.00, \$88.00, \$89.00, \$90.00, \$91.00, \$92.00, \$93.00, \$94.00, \$95.00, \$96.00, \$97.00, \$98.00, \$99.00, \$100.00.

The police made eighty-eight arrests during the twenty-four hours ending at 7 a. m. yesterday.

RACING IN THE RAIN.

The Last Day of the Fall Running Meeting at Ivy City.

The Winners and the Money Won—Sports of Various Sorts.

Saturday afternoon the autumn meeting of the National Jockey club ended with a fair attendance and five good races. In every way the meeting has been a great success. In management, attendance, good horses, good racing, successful starting, and financial results, it will compare favorably with the meetings held by the best of the older jockey clubs of the country. This satisfactory result will insure further enterprise on the part of the club in the way of offering inducements at its future meetings sufficient to render its track a favorite with the best stables in the country, and insure the coming here of the best class of races of the future.

The departure of many of the horses for Baltimore caused the entries in the different events Saturday to be rather light, the attendance being, consequently, the smallest of the week, 2,500 being probably a fair estimate of the crowd present. But the racing itself was as good as any that had signaled the preceding days, the finish between Birch, Rice, and Belle being equally a fair estimate of the crowd present. The Fair Count won the Congress stakes in time and style worthy of the days when he was a dangerous antagonist, even to Eole and Glenmore.

A light rain fell at intervals during the afternoon, and while not sufficient to make the track very heavy, made it somewhat slow.

SUMMARY.
First race—The Ivy City stakes, for two-year-olds; \$50 each, half forfeit, the club to add \$20, of which \$100 is the second. To carry 13 pounds, sex allowances. The winner to be sold at auction for \$5,000, unless entered to be sold for less; if not entered to be sold for \$1,000, allowed 5 pounds; if entered for \$5,000, allowed 10 pounds; then 1 pound for each \$500 down to \$2,000; then 1 pound for each \$100 down to \$100. Any surplus over selling price to be divided between second and third, beaten horses not liable to be claimed; one mile. W. P. Birch's Mistle, 9, by E. Alonzo, dam, E. Flash, 107 pounds (Maynard)..... 1
Mr. Kelso's Woodcock, 87 pounds (Leach)..... 2
Mr. Kelso's Rice, 4, 112 pounds (Hayward)..... 3
Mr. Kelso's Belle, 37 pounds (Mason)..... 4
Betting—Mistle 9 to 5; Rice, 5 to 1; Belle 4 to 1; Woodcock 10 to 1. Time, 1:37 1/2.

Second race—Purse \$100, of which \$50 to second; weights for three-year-olds and upwards 10 pounds, and for two-year-olds 10 pounds above the scale; seven furlongs. W. P. Birch's W. P. Birch, 3, by Enquirer, dam Brocade, 102 pounds (Maynard)..... 1
Mr. Kelso's Rice, 4, 112 pounds (Hayward)..... 2
J. E. Kelly's Belle, 3, 102 pounds (Fisher)..... 3
Betting—Birch 3 to 1, Rice, 5 to 1, Belle 4 to 1; Woodcock 10 to 1. Time, 1:30 1/2.

Third race—The Congress stakes, for all ages; \$50 each, half forfeit, the club to add \$20, of which \$100 is the second. The winner to be sold at auction, and any surplus over selling price to be divided between second and third, beaten horses to be sold for \$5,000, to carry 10 pounds; if for \$2,000, allowed 5 pounds; if for \$1,000, allowed 10 pounds; then 1 pound for each \$500 down to \$2,000; then 1 pound for each \$100 down to \$100. Any surplus over selling price to be divided between second and third, beaten horses not liable to be claimed. Two miles and a furlong. J. E. Kelly's Mistle, 9, by E. Alonzo, dam, E. Flash, 107 pounds (Maynard)..... 1
Mr. Kelso's Woodcock, 87 pounds (Leach)..... 2
Mr. Kelso's Rice, 4, 112 pounds (Hayward)..... 3
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Betting—Mistle 9 to 5, Rice, 5 to 1, Belle 4 to 1; Woodcock 10 to 1. Time, 1:37 1/2.

Fourth race—Purse \$100, of which 100 to second, for horses that have started and not won at this meeting. If beaten once, allowed 2 pounds; twice or more, 10 pounds. One mile. J. E. Kelly's Mistle, 9, by E. Alonzo, dam, E. Flash, 107 pounds (Maynard)..... 1
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Betting—Mistle 9 to 5, Rice, 5 to 1, Belle 4 to 1; Woodcock 10 to 1. Time, 1:37 1/2.

Fifth race—Purse \$100, of which 100 to second, for all ages, three-quarters of a mile. J. E. Kelly's Mistle, 9, by E. Alonzo, dam, E. Flash, 107 pounds (Maynard)..... 1
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The prize shoot and plenty of the Potomac Archery club was postponed from last Saturday until May 30, 1884, on account of bad weather. A few members of the club, however, went on the range and shot in the club championship contest. These scores now stand: Maxson, 8; Bartlett, 6; Randall, 4; Flint, 3; and Parry, 1, and as there is but one more meet this season the badge will go to Maxson. Mrs. Bartlett has long since made good her claim to the ladies badge and championship.

The scores Saturday were:
J. F. Parry..... 83
W. A. Bartlett..... 80
L. W. Maxson..... 79
J. H. Wright..... 78
Miss Burdick..... 67
Miss Wilson..... 39

A 100 mile bicycle race, under the auspices of the Capital club, will take place next Friday at Atlantic park, beginning at 10 o'clock a. m. The entries so far are Thomas Midgley, of Worcester, Mass.; Charles F. Frazier, the noted star rider; Capt. L. S. King, of the Maryland club, and J. F. Foster, of Baltimore. There are no entries of Washington wheelmen, and it is probable that the race will be for the purpose of making and breaking records.

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Family Supplies.

THE WEATHER MONDAY:

Partly cloudy and local rains.

Elphonzo Youngs,

IS OFFERING

New Buckwheat, Creamery Butter in 4-pound crocks, New Clover Honey, New Sugar Syrup, Choice Maple Syrup, Pine Apples, Malaga Grapes, Emperor (Cal.) Grapes, Tokyo (Cal.) Grapes, Delaware (N. Y.) Grapes, Concord (N. Y.) Grapes, Large Bananas, Burre Bros' Peas, Cal. Duches Peas, Lot Preserving Peas, Rambo Apples, "Tid Sweet" Apples, "Downman Heaton" Apples, Pippin Apples, Cape Cod Cranberries, New Preserves, New Raisins, New Zante Currants.

SUGAR.

(Best New York Brand)—

10 lbs. Granulated, for..... 90c
11 lbs. Standard "A" for..... 95c
12 lbs. E. C. "C" very light, for..... 1.00

FLOUR.

1 bbl. Choice Minnesota Patent for..... \$2.00
1 bbl. Choice (for which we are sole agents), the highest grade known..... very low
1 bbl. Choice..... very low
1 bbl. Choice Flour for..... \$1.00
1 bbl. Washburn superfine..... very low
1 bbl. Choice Elm..... very low

Elphonzo Youngs,

The Original No-Liquor Grocer,

504 NINTH STREET.

NEW HOMINY.

CAR LOAD HOMINY DIRECT FROM MILL.

J. H. CRANE,

936 Louisiana Avenue.

CHINA, GLASS, FANCY GOODS,

BRIDAL AND SOUVENIR GIFTS,

Antique Brass, Placques, Decorated Dinner Sets (new), Useful, Ornamental Brass Fire Sets, Fenders, &c.

Superior Plated Ware.

Patent Cut and Engraved Glass,

And a Complete Assortment of Kitchen Requisites.

J. W. BOTELER & SON'S,

923 Pennsylvania Avenue.

NOTICE TO HOUSEKEEPERS!

COAL, FUEL, AND KINDLING.

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